

The reinvention of INSIDE

The Iowa Department of Transportation employee newsletter --- realizing the HUGE impact of a simple but dramatic shift from a two-color to full-color publication!

May 2007

INSIDE



What's INSIDE

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

I have recently had the chance to see the world through the eyes of children and I highly recommend it. It is so refreshing to experience “wonder” again. We get so bogged down with daily reality – and sometimes even cynicism – that we do not appreciate the little things in life like we should. Small children force you to change all that.

My husband’s daughter and her two children – a three-year-old boy and ten-month-old girl – just visited us for five days. For me, their visit could not have come at a better time. April is a particularly tough month for me as it is the month my daughter died. That means that April has now become the month upon which I count the passage of time – everything for me is now tracked from April 2006. I no longer think of years as starting in January when the year changes, or in July when our state fiscal year starts, but I think of the year as starting and ending in April. Couple that with the final weeks of the legislative session, which is a big part of my work life; lingering winter weather; tax time; and the whole “April showers bring May flowers” weather pattern, and April can be a bleak month. I found out that the introduction of a three year old and ten month old into your life is the perfect antidote.

They did not bring toys since they flew, and we do not have much in the way of toys at our house. But a simple game of catch in the back yard and, even better, throwing rocks into the backyard pond, filled a whole afternoon for the three year old. He was thrilled with my stack of margarine tubs and wooden spoons – it seemed they could magically become all sorts of things to his great delight. And “kring-a-la” for dessert and peanut butter on a spoon (his grandpa’s favorite) are wonderful delicacies in his mind. What joy he demonstrates in eating them with his grandpa and us watching him!

For the ten month old, the pleasures are even more simple. Experiencing mac and cheese – the creamy homemade kind – for the first time brought squeals of delight and much arm waving. Sitting in the thick grass of our irrigated yard and running her fingers through the blades was joyful. And developing a relationship with “woo-woo” (ten month old for dog) was something to behold. The relationship went from fear to uneasiness to curiosity to companionship in the space of one day – from both the kid

and dog perspective. She loved the dog’s many squeak toys, which he forfeited for the visit, and he loved waiting beneath her chair for all the crumbs. Seeing her pet him when they were off by themselves and walk side by side was precious. She came to delight in the dog’s presence and he in hers.

And, finally, the zoo. Experiencing the zoo with small children is amazing. I should have tracked the number of questions asked – how, when, why, where? Being inquisitive and interested, yet respectful and awestruck all at once – what a great attitude to bring to an experience.

Now that the kids have left, I have had a couple days to reflect on their visit and it seems to me that I – we – can learn a lot from small kids. Go into new experiences open-minded and inquisitive. Be open to new relationships, even ones that seem a little uncomfortable at first. Delight in the small, simple things in life – things do not need to be grand and expensive to be fun. In fact, “things” are not nearly as meaningful as nature, animals, other people – just sharing time and experiences.

I hope that you, like me, can find time to reflect on the simple pleasures of life – take a step back from your busy, often stressful days and relax in some small joy. For me that will be remembering a three year old wrapped in his towel, still wet from his bath, running out for a hug. Or closing my eyes and sensing a ten month old’s little hand around my index finger as we walk.

Hopefully, these memories will replenish my wonder and joy until I get another “fix” of the kids in a few months. Experiences and memories like these serve as “refreshers” and help us continue forward with all of our responsibilities. I hope you get to be around small children soon...they are a great pick-me-up! And a great reminder of what is important in life. Welcome to Spring!

Nancy

Construction season is in full swing

Work on I-235 in Des Moines continues this year. This is the fifth and final season for construction of this roadway.



Once the snow finally left the state, Highway Division staff shifted into full gear for the construction season. That means more DOT employees, contractors and motorists are in harms way in work zones. In calendar year 2006, 723 work zone crashes occurred in Iowa causing 2 fatalities, 30 serious injuries and 107 minor injuries. "In Iowa, 48 percent of all work zone crashes are rear-end collisions," said Mark Bortle, DOT traffic safety engineer. "If drivers would be alert, slow down and wear their seat belts, the number and severity of work zone crashes would be significantly reduced."

Being well informed about the location of major work zones can also assist you in planning a safer trip. Visit 511ia.org on the Internet to view construction information in either text or map format. You can also call 511 for construction updates on the route you plan to travel.

For work zone delays throughout the U.S., visit the Federal Highway Administration's National Traffic and Road Closure Information Web site, www.fhwa.dot.gov/trafficinfo/index.htm.

Iowa's major projects for the 2007 construction season:

I-80 in eastern Iowa: This summer drivers can expect closed or shifted lanes, but few delays, along I-80 in three counties east of Des Moines. The projects involve resurfacing of the interstate east of Grinnell, adding additional lanes around Iowa City and replacing the bridges over the Cedar River.

I-80 in western Iowa: Reconstruction of the U.S. 71 interchange, midway between Des Moines and Omaha, will have little effect on I-80 traffic with lane closures required only when crews connect the new ramp to the mainline pavement. Later phases of the project will involve replacing the bridges over U.S. 71.

I-35 south of Des Moines: The northbound lanes of I-35 will be closed for one mile between the Martensdale and St. Charles interchanges. Traffic will be placed in a head-to-head pattern to allow for replacement of the Clanton Creek bridge, removal of the abandoned railroad bridge and placement of new pavement in this area. Work should be completed this year, wrapping up a two-year project.

Construction season, continued on page 7

Preserving our heritage

Picture an average size room stacked nearly to the ceiling with boxes, folders and other containers full of old photos and documents with no organization and little identifying information. That is currently the storage situation for a large number of items in the DOT's historic photo collection. Although a small portion of the DOT's historic photos and glass slides have been scanned and are available on the agency's Web site, many more images and documents have yet to be cataloged.

About three years ago a committee led by Hank Zaletel, the DOT librarian, was formed by a group of interested DOT staff members including Peggy Baer from Rail Transportation, Sandra Larson and Carol Culver from the Research and Technology Bureau, Kelly Popp from Document Services, Mark Hansen from Transportation Data, Ed Engle from Materials, and Matt Donovan from Location and Environment. The DOT committee secured \$50,000 in transportation enhancement funds to begin a preservation project. Last year the DOT hired an Arizona consultant to evaluate current preservation efforts, develop a plan to improve handling of historic documents and improve accessibility to make these treasures available to the public.

A pilot project, currently being implemented, includes archiving the historical photograph collection from the early 1900s and paper documents created by the early road associations in Iowa. Early auto trails were a predecessor to the numbered system of highways. Some of these highways were being promoted by associations, which were required to register with the State Highway Commission. The documents in the DOT collection include rare items such as registration materials, corre-



spondence between the associations and State Highway Commission, posters, brochures, and other documents aimed to promote the associations in Iowa and the nation.

The project includes scanning documents into the DOT's electronic records management system (ERMS). Once the photos and documents are scanned, two temporary employees will be hired to enter descriptive information for the images. The images and associated information will be placed on the DOT's Web site and made available to the Iowa Digital Heritage Consortium, a statewide coalition of Web sites making historic materials available to the public.

The committee is also searching for any information that may be stored in the DOT's field offices. The group plans to scan the documents, place them in appropriate archival storage and

either keep the originals with the entire collection or return them to the field offices, depending on the wishes of the field staff. This way all DOT historic photos and documents can be identified and held electronically in one place.

"My hope for this project would be to have all DOT historic documents and photos scanned and archived to celebrate the agency's centennial in 2013," said Peggy Baer, director of the Office of Rail Transportation. "What a great birthday gift to ourselves to have the DOT's historic archives and photos preserved and made available to the public as we enter our second century."

For more information or to add items to the collection, contact Hank Zaletel at 515-239-1200 or hank.zaletel@dot.iowa.gov.

MAP OF RED BALL ROUTE



St. Paul to St. Louis

A direct overland highway well marked with "RED BALL" all the way.
In connection with Lincoln Highway at Cedar Rapids, Iowa, this route affords motorists the best route St. Paul to Chicago. Total distance, 211 miles. Marked ALL THE WAY.
Send 10 cents to Chicago for copy of this schedule and other information to
ROBT. N. CARSON,
President, Organizer, and Promoter,
Johnson County Bank Building, Iowa City, Iowa.

Jefferson Highway Association

INTERNATIONAL
From Pine to Palm



INTERNATIONAL HEADQUARTERS
100 E. 10th Street, St. Joseph, Mo.

Mason City, Iowa.
February 6, 1926

Senator C. F. Johnston
State House
Des Moines, Iowa

Dear C. A.

I inclose, herewith, the last number of the Service Bulletin of the Iowa State Highway Commission which gives a very good analysis of the Good Roads program proposed by the State Highway Commission. The whole number is good from cover to cover, the cost of highway transportation being shown on page 3 and the cost of the Federal aid shown on page 15.

It is my belief that the voters of the State of Iowa should have the right to vote on the proposed \$85,000,000 bond issue at the November, 1926, election.

I would not ask any legislature to pass a bond issue at the present time, and I believe they should give the right to the people to decide this matter for themselves in November 26, and I hope that the proposition will receive your favorable consideration.

I was elected president of the Jefferson Highway Association two weeks ago. We are making the Jefferson Highway the best north and south road in Iowa. The traffic census of the Minnesota Highway Commission shows that the average daily traffic in the country north of Albert Lea in the last week in August, 1924, was 1175 automobiles. During

PART MEMBERS, LIFE MEMBERS
WILLIAM HARRIS - Des Moines, Ia.
WILLIAM HARRIS - Des Moines, Ia.
WILLIAM HARRIS - Des Moines, Ia.
WILLIAM HARRIS - Des Moines, Ia.
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WILLIAM HARRIS - Des Moines, Ia.



The Emblem of the Custer Battlefield Hiway

is the motorists' safeguard
morning-noon-night
all day-every day

A Membership with your Emblem and Membership in American Automobile Association is included. No additional charge.



Pothole 101

It was a very busy winter with snowy, cold conditions stretching into April for the first time in a number of years. With the wildly fluctuating temperatures, ample moisture and aging pavements, fixing potholes and addressing other structural damage to our streets, roads and bridges have been top on the agenda for DOT maintenance forces and pavement contractors.

Most potholes are caused by moisture getting into or underneath pavement. During the late winter/early spring freeze and thaw periods, moisture causes the asphalt or concrete material to shift, buckle or fracture. Vehicles traveling over these weakened areas dislodge the pavement material, leaving those dreaded potholes. Potholes can also occur on previously patched pavements where snowplow operations dislodge the old patches.

As a temporary fix, and to quickly minimize traffic impacts, DOT crews will

use cold-mix asphalt materials to repair potholes. These materials are readily available at maintenance facilities throughout the state. Using cold-mix material is a necessity during the winter months when Iowa's hot-mix asphalt plants are closed.

Although cold-mix patches can function well for repairing smaller potholes, large defects or heavily traveled roads often require further patching when warmer, dryer weather allows for permanent patching.

Either hot-mix asphalt or Portland cement concrete is used for permanent patches. These materials perform best when placed at temperatures well above freezing, so this work is usually completed in the spring and summer. The DOT typically hires contractors to construct these partial and full-depth patches. Permanent patches are also constructed within roadway sections when there are noticeable signs of localized pavement failure, such as

significant cracking or deteriorated pavement, which can eventually lead to potholes.

In a typical year, the Iowa DOT spends approximately \$3 million on permanent patching projects on the Primary Road System and nearly \$4 million on the interstates. Not all of these projects involve potholes; many are larger patching projects undertaken for other pavement failures that could eventually result in potholes.



(photo left) Martin Coughenour, equipment operator in the Ames garage, removes debris from an area to be patched.

(photo above) Martin Coughenour and Cheryl Hunter, equipment operators in the Ames garage, patch a pothole.

Construction season, continued from page 3

I-235 in Des Moines: Work continues this year on I-235, the capital city's central interstate artery. Major 2007 projects include bridge and interchange reconstruction downtown. Travelers should expect narrow, shifted or closed lanes, as well as closed on- and off-ramps, but slow-downs should only affect rush-hour traffic.

I-29 in southwest Iowa: Resurfacing of a nearly 10-mile stretch of I-29, from the Missouri line north to the Iowa 2 interchange, will involve a lane closure, but minimal delays.

U.S. 34 in southeast Iowa: Grading on the Fairfield bypass should be completed this summer. Traffic will be shifted to an on-site

detour early this spring to allow the remaining earthwork on the east interchange. Work on two bridges will affect highway traffic, one west of Fairfield where the new highway will cross existing U.S. 34 and the other south of Fairfield where the new highway crosses Iowa 1. A paving contract for U.S. 34 has not been let at this time.

U.S. 63 in southeast Iowa: Bridge work north of Ottumwa at the junction of U.S. 63 and Iowa 149 will affect traffic as approach work is completed. The Ottumwa bypass should be open by the end of this year. Traffic conflicts will be in the area of the U.S. 63 and Iowa 149 junction and at local county roads.

U.S. 71 in Cass County: Work to overlay U.S. 71 from the Montgomery County line to Cass County Road G-43 will cause traffic to be detoured west on Iowa 92 to Iowa 48, north on Iowa 48 to U.S. 6 and east on U.S. 6 to U.S. 71. The detour began May 1 and is expected to last until October.

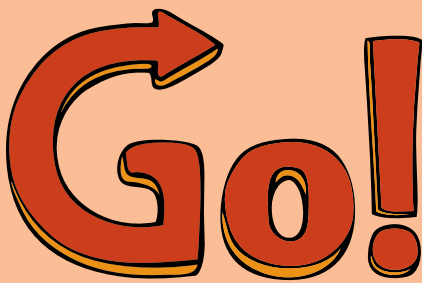
U.S. 275 near Council Bluffs: Traffic will be maintained, but possibly delayed, between the Missouri River and I-29 south of Council Bluffs as crews convert an outdated, two-lane highway to an urban, multi-lane thoroughfare.

Iowa 12 in Sioux City: At least one lane of traffic will continue in each direction during an extensive bridge rehabilitation of the four-lane Iowa 12 (Gordon Drive) Viaduct in central Sioux City.

Iowa 60 in northwest Iowa: Completion of the Le Mars and Sheldon bypasses should occur early in the construction season. The Sibley bypass is scheduled to be opened to traffic by the end of 2007, with some work on side roads remaining for 2008. The Minnesota DOT will be working on the section that crosses the Iowa/Minnesota border (Bigelow bypass) later in 2007 and through the 2008 construction season.

Iowa 175 in west-central Iowa (Sac and Ida counties): A 16.4-mile stretch of Iowa 175 from Ida Grove east to the west junction of U.S. 71 will be resurfaced. The Sac County portion will be closed to through traffic and detoured to other local highways.

These are just the major projects underway by the DOT this construction season. There are many smaller DOT projects, as well as county and city construction activities happening all around the state.



exploring the world
of transportation

Want a challenge?

Try to motivate a teenager to learn about transportation beyond asking you to borrow the car keys. While at the DOT we might be convinced the world revolves around pavement management and motor carrier issues, our high-schoolers might need a nudge to gain insight into why we are so passionate about highway, rail, air, transit, and trails issues.

A new e-zine called Go! is now online. Developed and maintained by the Center for Transportation Research and Education (CTRE) at Iowa State University (ISU), Go! is a free, online resource for teens and young adults that explores the world of transportation and the careers they can find there.

Feature articles have included teens in the DOT's snowplow simulator learning first-hand what it is like to be in the cab of a truck in the midst of a winter event, a quiz on traffic signs and signals, and a piece exploring transportation-related majors at ISU. There is also a monthly "mystery photo" that is a fun way to get teens thinking about transportation topics.

The layout is clean, simple and easily-navigated, with graphics designed to attract younger Web surfers. A free subscription will sign you up to receive an E-mail when a new edition is online, as well as allow you to register for periodic contests. To check out this new resource, visit go-explore-trans.org.

Stay Alert, Stay Alive

By Christina Andersen

As temperatures around the state heat up, so will the amount of motorcycle traffic experienced on Iowa roads.

The month of May is Motorcycle Safety Awareness Month. Designated by the U.S. Senate in 2004, Motorcycle Safety Awareness Month is an opportunity for the Iowa DOT, in cooperation with local motorcycle organizations and the Governor's Traffic Safety Bureau (GTSB), to educate motorists and motorcyclists about safe driving skills that will save lives. Stay Alert, Stay Alive is the message for this year's campaign. It's a message Iowa DOT Motorcycle Education Administrator Toni Kerkove hopes will resonate with all road users.

"For Iowa highways to be safer, all motorists need to take extra precautions to help ensure a safe trip or ride. Always take time to look both ways, stay alert to your surroundings and obey traffic laws. Stay alert and stay alive not only during Motorcycle Awareness Month, but every month of the year and together we can reduce the number of crashes, injuries and fatalities in 2007," said Kerkove.

In recent years, there has been a nationwide increase in motorcycle riding. Unfortunately, that increase has been accompanied by an alarming rise in motorcycle-related fatalities. In the past five years, national motorcycle fatalities have nearly doubled, while other vehicle fatalities have declined.

Motorcycle Safety Awareness Month is a collaborative effort to prevent similar tragedies from occurring by encouraging motorists and motorcyclists to stay alert and practice safe driving habits. Two-thirds of fatal motorcycle crashes involve a motorcycle and another vehicle. The motorist either does not see the oncoming motorcycle at all or does not see the motorcycle in time to prevent a



crash. Motorists should remain on the lookout for motorcyclists at all times and keep in mind that motorcyclists will react differently to the same highway situation. For example, a piece of debris on the roadway may cause little concern to the motorist, but may cause a motorcyclist to swerve to avoid a deadly crash. In turn, a motorcyclist has just as much responsibility to watch for and remain aware of other vehicles. By avoiding a motorist's blind spot, wearing proper riding gear and using reflective or lighting devices, the motorcyclist can become much more visible to a motorist.

Iowa DOT employee Carol Houge has 37 years of experience riding a motorcycle, and knows how important it is to receive proper training and use good judgment when riding her 2004 Harley Davidson Sportster, 1200 Custom, which she describes as a "beauty." "While motorists have an obligation to watch for and respect motorcycles, the motorcycle rider has just as much responsibility to be watching other motorists. A motorcyclist should never assume they

have been seen, on the contrary, they should assume they haven't," said Houge.

In addition to visibility, motorists and motorcyclists have an obligation to drive safely and obey the laws. Allowing plenty of space between yourself and other vehicles gives drivers and riders more time to react to emergency situations and execute the proper maneuver. A motorcycle is entitled to the same privileges as any other vehicle on the roadway, and should be given a full lane of travel. "A motorcycle rider also has just as much responsibility and duty to obey all traffic laws," said Houge.

Speed was cited as a contributing factor in more than half of Iowa's motorcycle fatalities and more than one-third of the operators in fatal crashes tested positive for drugs or alcohol.

Other special focuses this month involve increased emphasis on training through the awareness of the Iowa DOT's Motorcycle Rider

**Stay Alert, Stay Alive,
continued on page 9**

Stay Alert, Stay Alive, continued from page 8

Education (MRE) programs. These classes, mostly held at community colleges or through private instruction from ABATE (American Bikers Aimed Toward Education) of Iowa, ARIES Inc., Bandy Motorcycle Training, and Riders' Edge, include a beginning rider course and an experienced rider course that may allow motorcyclists to bypass the rider portion of the motorcycle testing process, if the class is successfully completed. A motorcyclist can refresh riding skills by reviewing the Iowa Driver's Manual and Motorcycle Operator's Manual before renewing the motorcycle endorsement on the operator's driver's license.

"I definitely encourage people to take a rider safety class. However, just because a person takes a motorcycle safety class and passes the motorcycle test does not automatically make them a good rider any more than passing the driving test makes someone a good driver. It takes hours of riding and using good common sense to become a good rider," said Houge.

One lesson Kerkove hopes drivers and riders take away from Motorcycle Safety Awareness Month is respect. Being courteous, non-aggressive and cooperative can go a long way in preventing crashes. Next time you get behind the wheel of a motor vehicle or operate a motorcycle, remember motorcycle safety awareness and make the open road something everyone can enjoy.

To obtain a copy of the Iowa Motorcycle Operator's Manual, go to a driver's license issuance site, call the Office of Driver Services at 800-532-1121 or 515-237-3153, e-mail ods@dot.iowa.gov, or go to iowaMRE.com.



The motorcycle safety forum held March 9 in Des Moines brought together dozens of safety professionals and motorcycle enthusiasts to set a course for safer motorcycling in Iowa.

Top photo - The group learned about techniques for removing the helmet of an injured rider.

Bottom photo - Participants were asked to break into small groups to discuss and list the top safety priorities for riders in Iowa. At the end of the day, these lists were combined and prioritized. State safety officials will use these lists to initiate strategies for safer riding in Iowa.

Rolling with the changes

When Robert Kent began issuing driver's licenses more than 30 years ago, he was working on a typewriter. Today, he uses a new state-of-the-art computer system and has recently been named the 2006 Driver's License Examiner of the Year.

When he started in 1973 as a driver's license clerk under the supervision of the Iowa State Patrol, Kent was traveling to five counties (Kossuth, Hancock, Winnebago, Emmet, and Palo Alto) in north central Iowa to issue licenses. "All we had was a typewriter, and there were no pictures," said Kent. He added, "Driver's licenses were just evolving at that time as a means of identification."

Kent became an examiner in 1974, after promising the hiring supervisors that he'd work in that position for at least two years. At the two-year threshold, Kent proved he was up to any challenge when the DOT began issuing licenses which included a photo on a computer. In 2002, Kent settled in at the Fort Dodge DL station when the county treasurers in his territory began issuing driver's licenses.

Embracing innovation has been a cornerstone of Kent's character. He says a couple of the bigger challenges of his career were instituting the commercial driver's license requirements in 1990 and now the recent updating of the issuance system.

"Back in 1990, CDL testing was a big change," he said. "It was a major undertaking to license every truck driver in the state by the deadline, but we did it. We succeeded again a few weeks ago when implementing the new statewide issuance system."

Fort Dodge Driver's License Supervisor Mark Frein said, "The thing about Bob is he's very laid-back. He's extremely dedicated to his job, very easy to work with and adapts to change really well."

Kent and his wife, Jean, live in Algona. The couple have two grown sons, Aaron and Shelby, and a teenage daughter, Becca.



"Back in 1990, CDL testing was a big change. It was a major undertaking to license every truck driver in the state by the deadline, but we did it. We succeeded again a few weeks ago when implementing the new statewide issuance system."

*Robert Kent
2006 Driver's License
Examiner of the Year*

New Web site allows increased access to crash data

Ever wonder if a specific roadway is more prone to crashes from a specific cause? A new section of the DOT's Web site can help identify by county where crashes occur and the reasons behind those crashes. Data tables and maps included in the site are derived from information from accident reports.

"This information was developed and made available in an effort to more proactively address media and citizens' requests, while at the same time enhance our highway safety marketing efforts," said Michael Pawlovich, safety engineer in the Office of Traffic and Safety. "The information is designed to address citizen inquiries and illustrate how these widespread issues are not easily resolved. The topics, when taken as a whole, should help highlight the responsibilities and impacts of drivers and vehicles, and not just focus all the attention on the roadway. Also, based on the topics, multidisciplinary educational, operational or enforcement responses can be pursued, as opposed to only anticipating that road changes will produce improved safety."

While more categories are planned in the future, the crash categories currently on the Web site include the following:

- Impaired drivers, inattentive/distracted drivers, older drivers, speed-related, and younger drivers
- Animal (typically deer)
- Intersection-related
- Heavy truck and motorcycle
- Multi-vehicle cross centerline/cross median, multiple fatality and single-vehicle run-off-road

2001-2005 Rural Speed-Related Crash History for Montgomery County, Iowa



2001-2005 Rural Speed-Related Crash History for Montgomery County, Iowa

2001					
Crashes: 17	Fatal: 0	Major: 1	Minor: 4	Possible/Unknown: 4	PDO: 8
Injuries: 13	Fatal: 0	Major: 1	Minor: 6	Possible: 6	Unknown: 0
2002					
Crashes: 17	Fatal: 0	Major: 0	Minor: 6	Possible/Unknown: 3	PDO: 8
Injuries: 17	Fatal: 0	Major: 0	Minor: 12	Possible: 4	Unknown: 1
2003					
Crashes: 20	Fatal: 0	Major: 1	Minor: 3	Possible/Unknown: 5	PDO: 11
Injuries: 11	Fatal: 0	Major: 1	Minor: 3	Possible: 7	Unknown: 0
2004					
Crashes: 17	Fatal: 0	Major: 1	Minor: 5	Possible/Unknown: 7	PDO: 17
Injuries: 7	Fatal: 0	Major: 1	Minor: 5	Possible: 1	Unknown: 0
2005					
Crashes: 30	Fatal: 1	Major: 3	Minor: 4	Possible/Unknown: 7	PDO: 15
Injuries: 25	Fatal: 1	Major: 4	Minor: 8	Possible: 10	Unknown: 2
5-year summary					
Crashes: 101	Fatal: 1	Major: 6	Minor: 22	Possible/Unknown: 20	PDO: 52
Injuries: 73	Fatal: 1	Major: 7	Minor: 34	Possible/Unknown: 31	

The maps and data provide "snapshots" of local crash conditions and can be a valuable starting point for further analysis. "Hopefully, this information will cause people to consider how they might become safer drivers and discuss safety with their kids or parents. We just want people to be safe," said Pawlovich.

The map at the top of the page shows locations of speed-related crashes in Montgomery County from 2001-2005. The data table shows the same information in more detail.

(Note: PDO - property damage only)



Iowa Quality Initiative Structures Awards

The Associated General Contractors of Iowa and Iowa Department of Transportation announced the winners of their 2004-2006 Iowa Quality Initiative Structures Awards program at a luncheon March 7 in Ames.

The awards program recognizes those structures built in Iowa that demonstrated superior quality of workmanship in their construction and design. Those honored included the contractor, contractor's supervisor, inspector, structures designer, and owner. The subcontractors and material suppliers were also recognized for their superior support and quality contributions to each project. The following three DOT projects received awards.

1 Research Merit Award - Concrete beam bridge on local road system - "IBRC Project" in Boone County

Contractor: Peterson Contractors Inc., Reinbeck
Contractor's Supervisor: Joel Taylor and John Benjamin
Inspector: Scott Kruse, Boone County
Designers: Jim Nelson and Stuart Nielsen, DOT
Owner: Boone County

2 CIP concrete slab bridge on primary road system - Iowa 14 bridge over North Black Creek in Grundy County

Contractor: Taylor Construction Inc., New Vienna
Contractor's Supervisor: Eric Steger and Terry McDowell
Inspector: Dan Kopplin, DOT
Designers: Gordon Port and Steven Maifield, DOT
Administering Office: DOT - New Hampton construction

3 Transportation - Special structure on Primary Road system - 40th Street and 44th Street pedestrian bridges in Des Moines

Contractors: Cramer & Associates Inc., Grimes and United Contractors Inc., Johnston
Contractor's Supervisors: Chad Coalbank, Cramer & Associates Inc., and Jerry Jensen, United Contractors Inc.
Inspector: Steve Ulrich, DOT
Designer: HNTB Corporation
Administering Office: DOT - Des Moines construction



Research Merit Award
 (from left) Jim Nelson, DOT Office of Bridges and Structures; Justin Clausen, Peterson Contractors Inc. (PCI); Joel Taylor, PCI; Scott Kruse, Boone County; John Benjamin, PCI
 (Not pictured - Stuart Nielsen, DOT Office of Bridges and Structures)



Iowa 14 bridge over North Black Creek, Grundy County
 (from left) Dan Kopplin, DOT New Hampton construction; Krista Taylor, Taylor Construction; Ron Loecher, DOT New Hampton construction; Gordon Port, DOT Office of Bridges and Structures



40th Street and 44th Street pedestrian bridges, Des Moines
 (from left) Steve Ulrich, DOT Des Moines construction; Steve Sandquist, United Contractors Inc. and Robert Cramer, Cramer & Associates Inc.

Trophy Case, continued on page 13

Trophy Case, continued from page 12

Connie Page Woman of the Year



(From left) American Business Women's Association members Dani Dunham, Shari Caruth and Connie Page

The American Business Women's Association – Nevada Bicentennial Chapter recently named Connie Page as its Woman of the Year. Page, a secretary 3 in the Director's Office, was chosen for this honor on the basis of her dedication to the group, and the helpfulness and support she provides to new members. As a benefit of this honor, Page is invited to attend the ABWA's national leadership conference next fall in Greensboro, North Carolina.

TEAM SUPER prove they are winners



(front row, from left) Dave Skogerboe, Design; Dustin Skogerboe, COOP student, Traffic and Safety; Tim Simodynes, Traffic and Safety; Kurt Estrem, Design; Jim Nelson, Bridges and Structures (second row, from left) Keith King, ISU graduate student; Nick Humpal, Design; Jim Schoenrock, Design; Joel Bartlett, consultant and husband of Sally Bartlett from Design; Paul Flattery, Design (not pictured, Michael Pawlovich, Traffic and Safety)

TEAM SUPER is the 2006-2007 Ames City "C" League basketball champs, with a perfect 12-0 record. TEAM SUPER is comprised of DOT employees, two ISU students and one member who is an engineering consultant (and married to a DOTer). The group bested five other teams on the Ames High School and Ames Middle School courts.

Working with a "time weasel"

Anyone who has worked under a deadline knows the frustration that builds when co-workers fail to deliver on time. Use these strategies to gain cooperation from teammates who often weasel their way out of time commitments.

Let the weasel take the lead. As you plan your own timeline, bluntly ask, "When will you have your part of the project done?" If the person hesitates or hedges, politely persist. Say: "I know that you have a lot going on, but this project is really important. Instead of creating a deadline that would be unworkable for you, I would like you to tell me when you can have the work done."

Negotiate as necessary. If the person suggests an unreasonable or unacceptable date, explain why that won't work. Say: "As you know, other elements of the project will suffer if we wait that long. Given that reality, let's work out a compromise."

Formalize your agreement. Once the weasel agrees to a reasonable timeline, verbally repeat it: "So I will look forward to receiving your part of the project May 15." Then follow up in writing to cement your agreement. Hint: Add a little pressure by copying key players. When you let others know about the weasel's commitment, you make it harder to escape.

Reprinted with permission from *Communications Briefings*, April 2007

Learn to read others' body language

You can glean a great deal of information from a conversation when you pay attention to subtle, nonverbal clues. The following tips will help you develop your nonverbal listening skills.

Listen with your eyes, too. Watch others' facial expressions, eye contact, posture, and hand and feet motions, as well as body movement and placement. Every gesture communicates something you can use to improve your response.

Trust nonverbal cues. When a person is telling you one thing, but the nonverbal communication tells you the opposite, give the nonverbal cues more weight. Because nonverbal communication is often unconscious, it can reveal a great deal.

- Adapted from "Speak Volumes With Every Move," Donna Nebenzahl, *The Gazette* (Montreal)

Family Happenings

Location and Environment *Jean Jesse*



You can't tell by this photo, but **Jim Rost** was actually happy at his 60th birthday party March 15. The Location and Environment Office director's big day was celebrated by friends, co-workers and assorted other sneaky people who gathered to decorate Jim's work area and generally give him a hard time...all in good fun. Congratulations, Jim!

District 2 *Lu Mohorne*



Gabe Zitterguen, equipment operator at the Elkader shop, and his wife, Andrea, are the proud parents of a son. Vaughn Ashton was born Feb. 6 at 11:36 am. Baby Vaughn weighed 7 pounds, 3 ounces and was 20 inches long.

District 4 *Marlene Jensen*



Denny Castillo, equipment operator out of the Creston garage, retired March 30 after 17 years with the department. A retirement coffee was held in his honor at the Creston garage. Denny and his wife, Linda who retired last year from the DOT, will be spending time with their children and grandchildren. Linda also has a list of jobs all ready to keep Denny busy in retirement.

Design *Judy Lensing*



After 40 years of service, **Howard Thielen**, preliminary survey party chief, retired from the DOT Jan. 18, 2007. A retirement coffee in his honor was held Jan. 18 where reminiscences from his life on the road with preliminary survey were recounted. Norm Miller presented a clock and cash gift for Howard to use in pursuit of his many interests.

Thielen began his career in 1967 as an engineering aide on a preliminary survey crew. He spent his entire career working in the field and living on the road as he worked his way up to survey party chief. We wish Howard a happy retirement.

Materials *Brian Squier*



Kevin Jones (left) presents Cliff Dalbey with a retirement plaque.

Cliff Dalbey, materials technician 4, retired Feb. 23 after nearly 42 years with the department. A retirement coffee was held in his honor on his last day.

Planning and Modal Division

Mary Kay Reimers



Stefani Wonders, program planner 3 in Transportation Data, and her husband, Dan, are the proud parents of a second son. Jackson Randall was born March 6 at 12:23 p.m. He weighed 8 pounds and was 21 inches long. Jackson joins big brother, Ryan, who is 4.

Thank You

I would like to thank everyone who donated time while I was off with shoulder surgery required due to the accident I had almost two years ago. A special thanks to Jack Summers from Jefferson Construction for not only donating time, but also for helping me out at home when I needed it when I couldn't use my arm. I would also like to thank Tiffany Marlow for all her help with the multitude of paper work.

Dixie Makedonski
Des Moines Construction

In Memory

John G. Michaelson, 79, of Story City died March 13 near his acreage. Michaelson worked as a planning aide 4 in Advance Planning (now Systems Planning) at the DOT for 18 years, retiring in 1988. Michaelson is survived by his wife of 58 years, Marjorie, two daughters and their families.

The DOT staff at the Waterloo maintenance garage lost a friend and colleague with the passing of Equipment Operator Dan Huck on March 11, 2007.



Dan was 58 when he died from a sudden illness. He was president of AFSCME Local Council 61 and will be remembered as a good-humored jokester at the garage.

Huck was employed by the DOT for 22 years and enjoyed time with his family and friends, along with hunting, fishing, trapping, and high school wrestling. He was a U.S. Army veteran and served in Vietnam. He was a member of the Immaculate Conception Catholic Church and American Legion Post 714, both in Gilbertville.

Most of the Waterloo garage staff attended the funeral on Friday, March 16. They sat together, wearing ribbons that included the letters MOA in memory of this "Man of Action." As the procession left the church it was guided by the flashing lights on Huck's DOT maintenance truck.

Huck is survived by his wife, Alma, two daughters, a son, two grandsons, four step grandchildren, and two sisters.

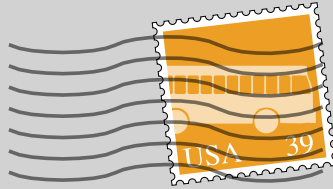
Donald L. Rust, 70, of Sheldon died Tuesday, March 13. Rust, formerly the highway maintenance supervisor in Sheldon, retired in 1998 after more than 35 years of service with the DOT.

Rust was a member of the First Reformed Church in Sheldon. He enjoyed fishing, gardening, tinkering in the garage fixing things, playing cards, helping his sons, and attending his grandchildren's activities.

Rust is survived by his wife of 50 years, Aleida, two sons and their families, as well as many friends and other family members.

Duane "Ike" Rohovit, 87, of Solon died March 12 at the Solon Care Center. Rohovit was a 43-year DOT employee, retiring from the Jefferson construction office in 1983. Rohovit was a former member of the Central Christian Church, Veterans of Foreign Wars and charter member of the BPO Elks Lodge 2306, all in Jefferson. In 2003, Rohovit and his wife, Bernice moved to Iowa City to be closer to their four children and their families. He enjoyed playing the banjo and gardening, and was a long-time Iowa Hawkeye fan. He had been a resident of the Solon Care Center since 2005.





Kudos!

These are letters that have been submitted to the editor. They may have been edited for length and continuity.

To: **Ron Schwabke**, equipment operator, Highway Helper
From: Elizabeth Baird, Office of Policy and Legislative Services

I wanted to thank you for the wonderful assistance you provided when I was stranded on I-235 after my car had a flat tire. As I was just figuring out what to do, I looked in the rear-view mirror and there was Highway Helper! This was not just a simple tire change --- it was a cold night, getting dark, and traffic was exiting I-235 way too fast and too close for my comfort, even though my car was pulled off the road as far as possible. And after all that, you followed me to Quik Trip on Euclid to make sure my spare tire had adequate air. Highway Helper and your efforts are really a great service.

To: **Al Freidhof**, equipment operator, West Union garage
From: Crystal Mueller

In the lateness of the cold January month, a good Samaritan must have seen a peculiar early morning sight in a ditch some 100 yards out from the highway. He might have thought to himself, while scratching his head, could anyone be in the idled vehicle? Worse yet, could that person be injured? Realizing this, the man jumped out of his work vehicle to investigate the motionless red bumper lights in the distance. Upon reaching the vehicle, he saw a driver inside, a young woman dressed in nurse's clothes. The man must have had adrenaline rushing through his veins at this point, mixed with some fear for the victim. Maybe the man tried to pound on the car windows to alert the woman. Maybe he tried to open one of the car doors, but found them locked. Discouraged though the man was, he raced back to his work vehicle to summon medical help. After calling for help, I imagine the man raced back to the victim to be by her side until someone arrived. Within a short period, help did arrive. The police officer that responded to the incident jolted the victim, who was apparently unconscious. Soon, more and more help arrived and a game plan was initiated. The young woman had left side pain, back and neck pain, and was feeling cataleptic. She was put on a stretcher and taken to the hospital very slowly, due to the icy roads. Now, months after the experience, the woman continues to think about the good Samaritan and hopes he knows the strong impact he made on that day.

(Editor's note: Al Freidhof came upon Ms. Mueller's vehicle in the right-of-way during a snowstorm in February.)

To: **Quinta Miller**,
driver's license examiner,
Des Moines DL Station
From: Adrian McDowell

Thank you for the very helpful and courteous way in which you assisted me when I visited your office to have my driver's license extended. I know that it was complicated going through immigration. You have a very good staff beginning with the people at the reception area.

To: DOT employees in the Office of Facilities Support and Information Technology Division
From: Shirley Andre, Motor Vehicle Division director

On behalf of the more than 100 employees who worked in the basement of this facility for years, allow me to extend a heartfelt THANK YOU to each of your employees who made our last few months in this place much more bearable.

While it is always chancy to "name names," **Lee Hammer** made the move possible by his insistent work with Chris Murray; then the communications folks - **Troy Carlson, Heather Sheehan** and **Steve Gray** got the wiring in place; then, what an incredible amount of work **Joe Pitts** did personally and with the others in getting everyone moved and operational in less than ONE DAY! WOW. **Bill George** and his support team were here late (and VERY early on Monday) to get us operational and that was no easy task! Through it all, the folks from Ames worked hard, cared about getting us what we needed and were willing to do whatever it took.

It is too easy to overlook the tremendous team effort it takes to make our organization work, but the move brought home to all of us how blessed we are to be a part of DOT.

(Editor's note: As you read in Director Richardson's column in the April INSIDE, a water leak at Park Fair Mall caused the Motor Vehicle Division offices to relocate. This is a letter thanking those involved in the successful move.)

These are just a few of the many cards, letters and e-mails received following the snowstorms that began Feb. 24. All DOT employees should be very proud of the effort put forth during this time.

To: All Iowa DOT
From: Philip Morrow, Onawa

Just wanted to let you know my opinion of what a great job you did on I-29 during and after the March 1 blizzard. A spectacular effort! I was traveling on Friday, March 2, south to Omaha in the late afternoon. We don't get FSNMidwest in Onawa and my Creighton Bluejays were playing a televised basketball game in the Missouri Valley Conference tournament in Saint Louis. Had to watch it! The drive was absolutely treacherous! Snow pack, ice and frequent whiteouts... well, you know how it was. An added problem was the lack of contrast, i.e., no definition of width, height and depth of drifted snow. I got nailed by a drift – and not a particularly huge one that spun me 90 degrees to the right, then back 180 degrees to the left (so I was still at a right angle to the road) ... and with each correction I spun back the opposite way to a posture that had me slip-sliding sideways down I-29. The forth and back spins were numerous, and I had plenty of time to say my prayers and be thankful for pocketing my cell phone as the prospect of winding up in the ditch seemed a foregone conclusion to what was ultimately looking like a very ill-conceived trip to watch a stupid basketball game.

But then the cumulative benefits of the steering corrections began to be evident and the sliding went from 90 degrees right or left to 45 degrees, and then to fishtailing that lessened with each passing second. Lo and behold, my nose was once again heading south and, most importantly, I was still on the highway. Wow! During the remainder of the trip, though somewhat stressful, I never experienced a recurrence of that type of episode.

NOW, here is the reason for writing to you. I drove back north to Onawa Saturday evening and I could hardly believe what a difference 24-hours made. I-29 was absolutely clear! It was amazing! The pavement was totally dry and there was not one speck of snow or ice on that 52-mile stretch. All of the traffic, and there was a lot more than the day before, was traveling at or near (or a little above) the speed limit. Like I said, what a difference a day makes. The conditions were safe and normal. It was simply amazing!

So, thank you for a super effort during tough weather and I hope all of you stayed safe and out of harm's way. Thank YOU!

To: Nancy Richardson, DOT director
From: Ian MacGillivray, retired DOTer

Thought you would like to see how well (very poorly) another state did with a winter storm. It might help in showing folks how well the department and state government in general did with our storms this year. The DOT's performance is a great credit to you and everyone in the organization. Well done.

(Editor's note: This note accompanied an article about the breakdown in operations at the Pennsylvania DOT during a snow event in February.)

To: **Phil Heinlen**, Rockwell City highway maintenance supervisor
From: William A. Davis, Calhoun County sheriff

I wanted to let you and all of your employees know how much we appreciate you and what an outstanding job you do for our community. If it wasn't for you and your crew, a lot of people would have been stranded in their cars for the duration of the recent snow storm.

As you well know, law enforcement was completely helpless to provide assistance. It was comforting to know that your crew was out there reaching these people when we couldn't.

Your crew is the best! Keep up the good work!

To: **Russ Brown**,
Anamosa highway maintenance supervisor
From: Bonnie Waldnerbach, Anamosa

I am writing a note to thank your crew who so bravely escorted the ambulance to Iowa City the night of a bad snow-storm on Feb. 24. I truly appreciate it. We sometimes forget about important services like the transportation department and all they do.

(Editor's note: This effort was coordinated through Anamosa hospital's ambulance service and David Janssen, equipment operator senior at the Anamosa shop. David arranged for Michael Bieber, equipment operator, to meet the ambulance at the junction of Iowa 151 and Iowa 1. At this time of night there was severe blowing and drifting occurring on the north-south roadway with very limited visibility. Iowa 1 to Mount Vernon was becoming questionable for vehicles, even emergency vehicles. The ambulance service was concerned with the conditions and contacted the DOT for assistance. They stated that the driver's sense of security was much higher with a DOT escort.)

Service Awards

Information supplied by the Office of Employee Services for May 2007

40 Years

Charles Henderson, Ottumwa construction

35 Years

Norma Black, Marshalltown DL station; **Ronald Jones**, Grinnell garage; **Philip Larson**, Right of Way; **Nancy McMenamin**, Construction; **Robert Olson**, District 5 Office; **Kenneth Stark**, District 2 Office; **Roger Van Dike**, Des Moines DL station

30 Years

Thad Boyington, Latimer garage; **James Brees**, Marshalltown construction; **Debra Kay Carney**, Driver Services; **Sheri Conn**, District 4 Office; **Steven Folken**, Marion garage; **Mark Hempe**, Information Technology Division; **Timothy Mathis**, Red Oak garage; **R.C. Roethlisberger**, Cedar Rapids garage; **Rodney Senner**, West Union garage; **Steve Staebler**, Cedar Rapids construction

25 Years

Donald Davis, Dubuque garage; **LuAnn Gibson**, Document Services; **Alan Helmers**, Fort Dodge garage; **Nancy Jean Rasing**, Driver Services; **Shelly Whiteing**, Right of Way

20 Years

Jolene Barnhart, Des Moines DL station; **Mitchell Dillavou**, Engineering Bureau; **Scott Dockstader**, District 1 Office; **Daniel Engstrom**, Maintenance; **Ronald Gleiser**, Le Mars garage; **David Hicks**, Right of Way; **Tim Jensen**, District 4 materials; **Michael Kingery**, Knoxville garage; **Janet Kout-Samson**, Employee Services; **Douglas Kueter**, De Witt garage; **Jose Ponce**, Knoxville garage; **Galen Richard**, Carlisle garage; **Laura Rieck**, Driver Services; **Robert Smith**, Marshalltown garage; **Cathy Timm-White**, Ames DL station; **Richard Verchota**, District 2 Office

15 Years

Terry Dunlay, District 6 materials; **Mahbub Khoda**, Materials; **Norbert Kotlers**, Bridges and Structures; **Mike Magers**, District 4 materials; **Mark O. Swenson**, Information Technology Division

10 Years

Jeffrey Buchheit, District 6 Office; **Brian Catus**, District 3 Office; **Debra Homewood**, Waterloo DL station; **Lacey Kifer**, Finance; **Christopher Leeman**, Motor Vehicle Enforcement; **Gregory Mowery**, Council Bluffs construction; **Dennis Mueggenberg**, Information Technology Division; **Greg Mulder**, I-235 project office; **Matthew Schell**, Information Technology Division; **Brian Squier**, Materials; **Anna Schmidt**, Spencer DL station.

Personnel Updates

Information supplied by the Office of Employee Services for Feb. 23 to March 22, 2007

New Hires

Christina Andersen, information specialist 2, Media and Marketing Services; **Leah Berbano**, executive officer 1, Employee Services; **Devin Carr**, equipment operator, Sloan garage; **Jesse Denker**, program planner 1, Transportation Data; **Nichole Dugan**, information technology specialist 2, Information Technology Division; **Roger Dyke**, mechanic, Bloomfield garage; **Shelby Ebel**, program planner 3, Location and Environment; **Jeffrey Ford**, equipment operator, Jefferson garage; **Kyle Graff**, mechanic, Tama garage; **Joshua Halterman**, program planner 3, Motor Vehicle Division; **Leo Harlow**, equipment operator, Newton garage; **Douglas Knoll**, electrical engineering technician, Information Technology Division; **Michael Miller**, equipment operator, Council Bluffs-south garage; **Scott Mitchell**, equipment operator, Sloan garage; **Mark Nordholm**, parts worker, Procurement and Distribution; **Devon Wagner**, equipment operator, Waterloo garage

Promotions

Sheri L. Anderson, from administrative assistant 1, General Counsel Division, to administrative assistant 2, Operations and Finance Division; **Jason Arn**, from construction technician assistant to assistant survey party chief, Design; **James Galliard**, from design technician to design technician specialist, Design; **Ronald Gleiser**, from equipment operator senior, Sioux City-Hamilton garage, to highway maintenance supervisor, Le Mars garage; **James Hanson**, from garage operations assistant, Waterloo garage, to highway maintenance supervisor, Williamsburg garage; **Randy Jones**, from automotive service worker to mechanic, Maintenance; **Brandon Kimble**, from design technician to design technician specialist, Design; **Todd Landtiser**, from equipment operator, Oskaloosa garage to equipment operator senior, District 5 bridge crew; **Robert Mingus**, from assistant survey party chief, District 1 Office, to survey party chief, Design; **Robert Moffitt**, from equipment operator, Perry garage, to construction technician, Jefferson construction; **Wesley Riley**, from equipment operator, Missouri Valley garage, to construction technician senior, Maintenance; **Nancy Woody**, from equipment operator to equipment operator senior, Newton garage

Transfers

Burton Chaska, materials technician 4, within Materials; **Denny Eppert**, bridge inspector 1, within Bridges and Structures; **Kathy Hays**, clerk specialist, within Driver Services; **Jacquie LeClair**, clerk specialist, within Driver Services; **Amy Schleier**, design technician specialist, from Design to Location and Environment; **Dennis Witte**, equipment operator, from Oakdale garage to Malcom garage

Retirements

Frederick Burnett, bridge inspector 1, Bridges and Structures; **Clifford Dalbey**, materials technician 4, Materials; **Wendell Laing**, engineering office assistant 1, Chariton maintenance

Reporting was incomplete for retirements for the end of January. Additional retirements include the following.

Jeanne Heeren, secretary 2, District 6 Office; **Larry Johnson**, executive officer 1, District 5 maintenance; **Verlyn Scholbrock**, construction technician assistant, District 6 Office; **Howard Thielen**, survey party chief, Design

Gerda's lucky day



Equipment operators find items along the roadside all the time. While plowing a bridge on Iowa 376 in Sioux City, Tim Timmins saw an item on the first pass, then again on the second. On the third pass he stopped to remove what he thought was a piece of rubber from the roadway.

The item he thought was rubber was a ladies' billfold containing \$700, a checkbook, credit cards, and driver's license of Gerda Grothaus of Primgar. Timmins says he and the crew find billfolds on the roadside every now and then, but usually after robbers have removed the contents.

Timmins contacted his supervisor, Steve Botos, and took the billfold to the Sioux City police department where Grothaus had filed a report a few days earlier. The billfold and items in it were returned to Mrs. Grothaus and she in turn, sent the following (edited) note.

Tim,

Thank you so much for turning my billfold in to the authorities. Somehow I just had a feeling someone honest would find it and turn it in. I cannot thank you enough. The best thing is to know that there are people like you in our society. I was so afraid someone would find it and try to steal my identity. You can't imagine how I felt when I discovered that I had lost my billfold with that amount of cash in it. I go with my husband trucking and I do carry a lot of cash because of the cost of expenses on the road. My husband and I had both just had surgery and lots of medical bills, so you can imagine how frantic I was about losing that cash.

We have also found billfolds in restrooms in truck stops across the nation. We have always turned them in to the people working there. I guess it is true to say, "What goes around comes around." Thank you so very much. I have kept the torn up billfold in a plastic bag as a reminder that there are still good people out there.

God Bless you and your family.

Gerda Grothaus

P.S. We live on Highway 59 and we have great respect for the snowplow workers who work hard to keep our road open.

INSIDE

INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service and share interesting aspects in the lives of our co-workers. For more information contact Tracey Bramble, Office of Media and Marketing Services, at 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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**Iowa Department
of Transportation**

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PLEASE RECYCLE THIS ISSUE

On the cover: Pothole patching is a major undertaking this time of year.

Service Area	Correspondent	Phone
District 1	Kay Ridgway , Des Moines	515-986-5729
District 2	Lu Mohorne , Mason City	641-423-7584
District 3	Mary Beth Banta , Sioux City	712-276-1451
District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	Sandi Byers , Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney , Ames	515-239-1564
Construction	Nancy McMenamin , Ames	515-239-1043
Contracts	Peg Muxfeldt , Ames	515-239-1422
Design	Judy Lensing , Ames	515-239-1469
Driver Services	Noralee Warrick , Des Moines	515-237-3155
General Counsel	Vacant , Ames	
Information Technology Division	Colette Simpson , Ames	515-233-7728
Local Systems	Kathy LaRue , Ames	515-239-1081
Location and Environment	Jean Jesse , Ames	515-239-1225
Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Brian Squier , Ames	515-233-7915
Modal, Planning and Programming Divisions	Mary Kay Reimers , Ames	515-239-1661
Motor Carrier Services	Diann McMillen , Des Moines	515-237-3250
Motor Vehicle Enforcement	Kerry Kirkpatrick , Des Moines	515-237-3260
Operations and Finance Division	Sheri Anderson , Ames	515-239-1340
Research and Technology Bureau	Phyllis Geer , Ames	515-239-1646
Right-of-Way	Linda Kriegel , Ames	515-239-1135
Traffic and Safety	Linda McBride , Ames	515-239-1557
Vehicle Services	Thelma Huffman , Des Moines	515-237-3182



► *Motor vehicle deaths remain the number one cause of death for children and adults through age 34.*

Picking fruit saves lives

"The low-hanging fruit has been picked," said Tom Welch, state safety engineer. It's time to reach higher in the tree."

Welch's "fruit" refers to the methods and strategies used to prevent death and serious injuries on Iowa roadways. A multi-jurisdictional traffic safety group, formerly known as the Iowa Safety Management System and now called the Iowa Traffic Safety Alliance, has come up with a set of recommendations to continue the emphasis of highway safety in Iowa. The group's new initiative, Iowa's Comprehensive Highway Safety Plan (CHSP), dovetails perfectly into the federal government's call for improved highway safety.

With safety as a cornerstone of the most recent federal transportation reauthorization bill, each state was called to develop a highway safety plan to identify and define effective safety policies and practices to significantly enhance highway safety in the state. Former Transportation Secretary

Norman Mineta quoted the cost of traffic crashes as approximately \$230 billion per year or about \$820 per person. Mineta pointed out that many of these crashes are preventable. That is where local safety initiatives can help.

Welch says the Iowa safety group includes members from the Iowa DOT, Federal Highway Administration, Iowa Governor's Traffic Safety Bureau, several other state agencies, interest groups, and private citizens. They have worked for more than 11 years developing strategies and recommendations to improve highway safety. The federal government's recent requirement for a written plan is addressed by Iowa's long-standing method of tackling these issues. Welch said, "I've had the opportunity to speak all around the country about our multi-jurisdictional approach to highway safety. In this country, it's rare for so many state agencies, interest groups, academia, and citizens to work so closely on traffic

safety issues, and actually come up with specific and measurable strategies to address them."

Iowa has achieved much success in reducing fatalities and serious injuries on our roads. At 24 percent, the state ranks second lowest in percentage of alcohol-involved crashes. The state currently has a 90 percent seat belt usage rate, the 10th highest in the nation. The graduated driver's licensing system has produced a significant reduction in young driver traffic crashes and convictions. Yet, even with these significant advancements, an average of 440 people each year die on Iowa roads. This public health issue requires even more diligent attention to lifesaving measures.

As CHSP points out, "One Death is One Too Many." In the months to come, INSIDE will look at each of the eight target areas in CHSP in more detail.

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER SEPTEMBER 2006

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

The last couple of months I've had the opportunity to spend time with my peers from other surrounding state DOTs. It let me gauge how Iowa DOT is doing relative to others, and get a better sense of how the issues I see facing us fit in a larger landscape. I thought you might also be interested in my observations.

The American Association of State Highway and Transportation Officials (AASHTO) is comprised of the DOTs of the 50 states, Puerto Rico and the District of Columbia. AASHTO's members are divided into four regions for purposes of determining regional representation on some committees, but more importantly to bring member departments together by geographic areas to address issues at a more regional level.

Iowa DOT is one of 10 states in the Mississippi Valley Conference (MVC) region which held its annual meeting in Chicago mid-July. Of greatest value to me was the time spent sharing with my peer directors, either in our board meetings or in meetings with our industry partners, about day-to-day issues and operations of our DOTs. The common theme of less-than-predicted federal spending authorization, coupled with escalating construction costs reducing states' buying power, and the resultant need to identify new, additional highway funding to address the growing system preservation and capacity demands, is widespread. What varies from state to state is the enormity

of the problem and the potential solutions that are viable and being considered.

I wrote about this from the Iowa DOT perspective in my April column when I was explaining why the 2006 highway program had to be reduced by \$69 million in March. In June, the Iowa Transportation Commission approved an updated 2007 program. Due to the same funding shortfalls and increased costs I described in April, plus having to address projects deferred from the 2006 program, the 2007 highway program had to be adjusted down by \$118 million in order to balance. We achieved that goal, but we now must work with the Commission to approve a five-year program (2007-2011) that addresses those deferrals and the impacts of less-than-predicted federal funding for the core programs and significantly reduced buying power through all five years. This is no easy task, so I was particularly interested in hearing how other MVC states are coping with the situation.

If "misery loves company" was a real solution, Iowa DOT would be in great shape! Every other state in the MVC region is experiencing the same drastic increases in construction costs and subsequent loss of buying power. The increases in construction costs seem to be in the 10-20 percent range, with no sign of easing. States are cutting and deferring projects from existing, previously-approved programs and are, to varying degrees, putting a "freeze" on any new projects that go beyond basic preservation of the current system.

All MVC states have, like Iowa, turned their emphasis to preservation - maintaining and rehabilitating existing roadways rather than adding more lanes. This is very challenging as there is growing pressure from economic development and freight movement perspectives to add to the system and address congestion. Iowa is no different as we hear from communities all around the state that want four-lane roads; bypasses; interchanges; additional lanes; and rebuilt systems. The Commission is committed to a stewardship investment strategy that focuses about three-fourths of our currently available funding on system preservation but, with increased construction costs and reduced buying power, that three-fourths investment no longer buys the amount of preservation intended and, arguably, needed in order to keep the existing state system from deteriorating to the point that much more costly rebuilds are required.

So what are the solutions? Some states are increasing their reliance on bonding, which is really just borrowing money in advance and paying it back over time. Think buying a house and having a mortgage, but just add a lot more zeroes! The loan repayments (called debt service) then become a big chunk of what future years' available program dollars must be spent on. A couple states reported that, due to aggressive bonding, debt service was now so high that the remaining available funds were not enough to even address basic preservation. Bonding is currently not an option for Iowa DOT as it is prohibited by Iowa Code.

Other states are taking the novel approach of privatizing some roads. Rather than the state owning the road, they sell or lease it long-term to a private company

One 2 One, continued on page 9

Problem solving the UYC way

Teaching problem solving is just one of the goals of the federal Urban Youth Corps (UYC) program administered through the DOT. Each year this program provides partial funding to support local groups that hire youth to complete transportation-related work that would not ordinarily be accomplished within the budgets of the sponsor agencies. These organizations seek to help youth obtain practical skills, learn what it takes to be a team member in a work environment and share information about the sponsor's program.

Each UYC project is designed to provide a transportation-related service to citizens, including: provision of facilities for pedestrians and bicycles; landscaping and scenic beautification within highway rights-of-way or in proximity to transportation facilities; preservation or rehabilitation of historic markers, buildings, structures or facilities having significance to transportation; and preservation of abandoned railway corridors. The federal program was established to offer meaningful full-time summer work for individuals age 16 to 25 in urban public works or transportation settings; give the participants a mix of work experience and on-the-job training that includes a minimum of 10 percent of the participant's time for basic life skills, education, training, and safety; and provide youth an opportunity to develop citizenship values and skills through service to their communities. The program utilizes federal funds that contribute up to 80 percent of the project cost. Each successful applicant must provide local matching funds of at least 20 percent of the project cost.

This summer there were four UYC programs in Iowa: Carroll County Conservation Board; Iowa Natural Heritage Foundation; Mayor's Youth Employment Program in Iowa City; and Mahaska County Conservation Board. For the group working in Carroll County, team problem solving was one task accomplished when they found a piece of wood was cut incorrectly during a building project at a state park near Carroll. The three young people noticed the problem and decided that it would have to be changed. Without blaming anyone for the mistake, they offered solutions as they went step-by-step to get the board to fit. Mark River from the Carroll County Conservation Board said, "Project selection for this program is very important. To teach the kids how to work together, we try to find projects where everyone can be involved. In Carroll County there are 25 areas in which we work with trails, landscaping and other projects. It gives the workers exposure to all the parks in the county. They get a lot done and do a great job."



(top photo) Urban Youth Corps workers rebuilt this building at a park in Carroll County. Next season it will be part of the park's petting zoo project.

(bottom photo) Bob Rye talks to two of the workers building the pet shelter in Carroll County.

According to Bob Rye, DOT project administrator for UYC, "The youth involved all have some kind of a challenge. Some may never have held a job before and may not know how to get along in the workplace or understand work rules. Others may have a learning challenge or past legal involvements. Whatever the issues, the sponsor organizations work with the kids to foster a sense of accomplishment and teach them life skills, like what it takes to get a paycheck, how to safely use tools and how to get along with your coworkers."

One Gift



lowans Helping lowans

This year's statewide One Gift campaign is set for Sept. 22 to Oct. 22. The state's departments of Public Health and Human Services are the lead agencies this year. With contributions from members of all Iowa's state agencies, One Gift funds more than 400 programs in Iowa, from early childhood education in child care centers to job training programs for adults to programs providing the elderly with hot, nutritious meals so they can live independently in their homes.

All employees will receive information and be invited to participate in this campaign in early September. Contact the Office of Policy and Legislative Services at 515-233-7964 with any questions you have, or visit the One Gift Web site at www.state.ia.us/onegift.

Iowa welcomes new railroad

by Chris Thomas

Iowa has a new railroad! On June 16 the Union Pacific Railroad sold the Marshalltown to Steamboat Rock portion of its line to the Iowa River Railroad. Iowa River Railroad has also acquired the long-dormant portion of track from Steamboat Rock to Ackley from the North Central Railway Association.



This dormant rail line between Ackley and Steamboat Rock will be rehabilitated and used by the new Iowa River Railroad.

The new railroad is in the process of hiring employees, and restoring the formerly idle track between Ackley and Steamboat Rock. The railroad interchanges with Chicago, Central & Pacific Railroad (owned by Canadian National) at Ackley and Union Pacific Railroad in Marshalltown. Diane McCauley of the DOT's Office of Rail Transportation noted, "Reinstating the Steamboat Rock to Ackley portion of track provides Iowa River Railroad with two interchanges, giving shippers the ability to connect to wider and different markets."

The principal owners of the Iowa River Railroad are the Pine Lake Ethanol plant, United Suppliers and Prairie Land Coop, which has a facility at Union. "Pine Lake Ethanol building on this line gave the shippers more incentive to get together and move this rail connection from the planning stage to reality," said McCauley.

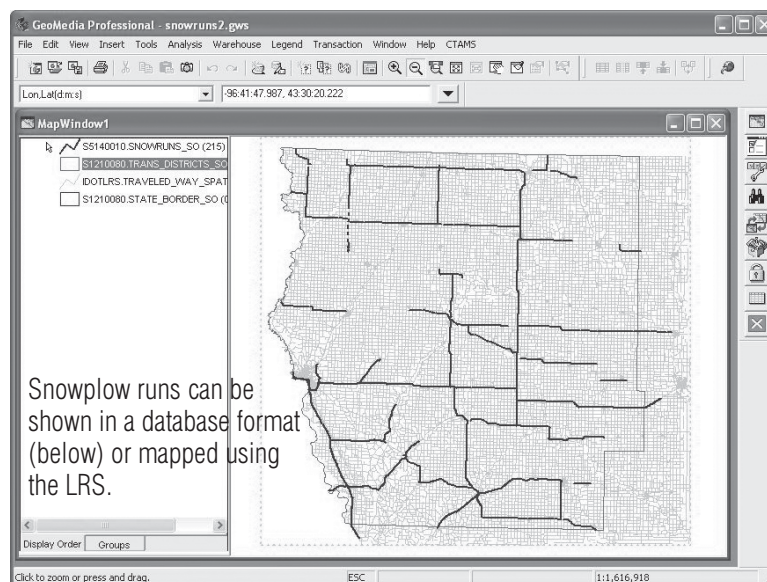
In the late 1980s, shippers on the line (including United Suppliers and Prairie Land Coop) purchased the track from Steamboat Rock to Hampton, which was a former Chicago & North Western mainline. Their original vision was to create a railroad from Mason City to Marshalltown and retain rail service to the shippers on the line. Over the years, interest in preserving the track north of Geneva died and that track is now gone. The segment of track from Ackley to Geneva remains under ownership of the North Central Railway Association and is operated by Chicago, Central & Pacific. Just a few years ago, the DOT built a bridge over the dormant track that will return to operation on the new alignment of U.S. 20. McCauley said that building the overpass, although the track was not operational at the time, was good foresight by the shippers and the DOT. She said, "Building that overpass allowed a railroad that was once a distant dream to become vital again."

LRS update

Pinpointing an exact spot along an Iowa road – it seems simple enough. But spatial data, whether in the form of a mile marker, literal description or other location component, has varied in the many different databases used by the DOT over the years. Since 2000, a project has been underway to align the linear reference points in all DOT databases so information from crash statistics, pavement management and other business data can be accurately mapped and data more easily analyzed.

The Linear Referencing System (LRS) also tracks when linear information changes, so even road alignment changes, such as bypasses or other modifications, can be reflected through geographic information systems (GIS) software such as GeoMedia and ArcView. Recently the LRS project finished the road network collection portion of the system. Steve Kadolph of the Research and Technology Bureau has been working on LRS since the beginning. “We now have very accurate information on the entire road system in the state. Other agencies are recognizing that we have very accurate location data for our road system. Thirty-one counties of LRS data will be used in the 2010 U.S. census to increase accuracy.” In addition, Polk County is utilizing the LRS location data to populate their Emergency Response System, with others closely watching its development.

The Office of Transportation Data, which has also been involved in the LRS since its inception, has begun to redesign their Geographic Information Management System (GIMS) database to derive its location component from the LRS. Transportation Data is responsible for



Microsoft Excel

Copy of Snow Runs with Run numbers and legs V2.xls

	A	B	C	D	E	F	G	H	I
	GARAGE AREA	RUN NBR	Run Leg	Direction	HWY	Service	M.P. FROM	M.P. TO	NBR LANES
3	Ashton	381001	1	E	IA 60	B	30.3	42.1	2.0
4	Ashton	381002	1	E	IA 60	B	30.3	42.1	2.0
5	Ashton	381003	1	E	IA 60	B	42.1	56.9	2.0
6	Ashton	381004	1	E	IA 60	B	42.1	56.9	2.0
7	Ashton	381005	1	N	US 59	C	194.0	211.0	2.0
8	Ashton	381006	1	N	US 59	C	186.0	193.0	2
9	Ashton	381007	1	E	US 18	B	53.7	60.6	2
10	Ashton	381008	1	E	US 18	B	34.4	42.1	2
11	Ashton	381008	2	E	US 18	B	42.1	43.5	4
12	Ashton	381009	1	E	US 18	B	43.5	53.6	2
13	Ashton	381010	1	E	IA 9	B	46.8	57.4	2.0
14	Ashton	381011	1	F	IA 9	C	41.8	46.8	2

Ready

the maintenance of the LRS and it only made sense to incorporate it into their current processes. The LRS will provide a more accurate location on which to depict the variety of business data maintained within the GIMS database and will eliminate the need for redundant data maintenance between the two systems.

Accurately locating roadway sections and easily mapping them has been a challenge in the past. Using the LRS, reference information that is currently in the form of a text file, spreadsheet or database

can now be mapped by starting with the road network to create a base map and then adding the business data from the database, spreadsheet or text file. This data then can be used in GIS software to produce easily understood maps of data like snowplow routes or five-year program improvements.

Eric Abrams, spatial and geographical information systems coordinator in the Information Technology Division, says integrating the same base road network with all DOT databases is

Back to school brings emphasis on bike safety

Sending your kids off to school often means pulling the bikes out of the garage. While bike riding is a lot of fun, accidents happen. According to the KidsHealth.org Web site, about 176,000 kids go to emergency rooms because of bike crash injuries each year. Unfortunately, some of these children have severe head injuries and many die. Because the risk of head injury is so real, require your child to wear a bike helmet.

Helmet how-to

Bike helmet use is not just for kids. Wearing a helmet can significantly reduce your risk of head injury in the event of a crash.

- The safest bicycle helmet will have a sticker stating that the helmet meets standards set by the Consumer Product Safety Commission.
- A bike helmet should fit you properly at the time it is purchased; this is not an item for your child to "grow into."
- Never wear a hat or allow your child to wear a hat under a bike helmet.
- The helmet should be worn level and cover your forehead.
- The straps should always be fastened. If the straps are flying, it's likely to fall off your head when you need it most.
- Make sure the straps are adjusted so they're snug enough that the helmet can't be pulled off or twisted around on the head.
- Bike helmets can be damaged and damaged helmets don't work properly during a crash. Inspect the helmet for cracks and replace it if it is damaged.
- Bike helmets have become much more of a fashion statement in recent years. Many bike helmets today are lightweight and come in bright colors. Allow your kids to personalize the helmet with reflective stickers. These are a great choice because they look cool and make the helmet more visible.

Helmet on, now what?

- Riding a bike that is the right size for you also helps keep you safe. Like helmets, bicycles should be purchased to fit, not to grow into.
- When you are on your bicycle, stand straddling the top bar of your bike so that both feet are flat on the ground. There should be 1 to 3 inches of space between you and the top bar.

- Make sure your seat, handlebars and wheels fit tightly.
- Check and oil the chain regularly.
- Check the bicycle's brakes to be sure they work well and aren't sticking.
- Check the tires to make sure they have enough air and the right tire pressure.

Be seen, be safe!

Wearing bright clothes and putting reflectors on your bike can also help you stay safe. It helps other people on the road see you. And if they see you, that means they're less likely to run into you.

- You'll also want to make sure that nothing will get caught in your bike chain, such as loose pant legs, backpack straps or shoelaces. Wear the right shoes - sneakers - when you bike. Sandals and shoes with heels or cleats make it harder to grip the pedals. And never ride barefoot.
- Avoid wearing headphones because the music can distract you from noises around you, such as a car blowing its horn.

Follow the rules of the road

If you ride or allow your child to ride on the road, follow these rules:

- Always stop and check for traffic in both directions when leaving your driveway, an alley or a curb.
- Cross at intersections. When you pull out between parked cars, drivers can't see you coming.
- Walk your bike across busy intersections using the crosswalk and following traffic signals.
- Ride on the right-hand side of the street so you travel in the same direction as the cars. Never ride against traffic.
- Use bike lanes or designated bike routes wherever you can.
- Don't ride too close to parked cars. Doors can open suddenly.
- Stop at all stop signs and obey traffic signals just as cars do.
- Ride single file on the street with friends.
- When passing other bikers or people on the street, always pass to their left side and call out "On your left!" so they know you are coming.

Family happenings

Design

Judy Lensing



Farrokh Fattahi, design technician in the methods section, was married in a civil ceremony Aug. 1 to Fariba Moraghebi. A wedding celebration is planned at a later date. The bride is a researcher with Newlink Genetics in Ames, working on finding a cure for cancer. Best wishes to the couple.

District 5

Brenda Hadley

John L. Gardner, construction technician supervisor in the Chariton RCE Office, retired July 13 after 42 years of service. John was hired by the Iowa Highway Commission on April 27, 1964.



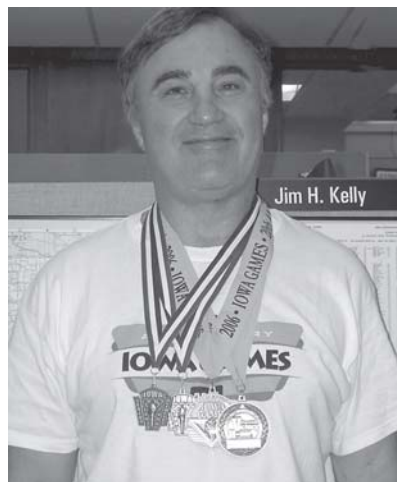
He worked as an engineering aide 4 on the survey crew. In 1969, he was promoted

to construction technician 1 as a construction survey party chief. John ran a survey crew for much of his career. He staked many large/complex highway construction projects, including the interstate system in southern Iowa.

In 2004, John was promoted to construction technician supervisor. A coffee was held in John's honor on his last day of work at the Chariton RCE Office. On July 29 approximately 80 family members, friends and coworkers gathered at Lake Rathbun for a farewell celebration and barbecue hosted by the Chariton office. All those who worked with him will miss John and his knowledge of surveying, and the many years of experience he shared with his coworkers. Happy retirement, John!

Contracts

Peg Muxfeldt



Jim Kelly, compliance officer 1 in Contracts, participated in the 20th Iowa Senior Olympics in June and 20th Iowa Games in July in the 55-59 age group. In the Senior Olympics Jim received a gold medal in the shot put and a silver medal in the discus. In the Iowa games he earned a gold medal in both the shot put and discus. Congratulations, Jim!

Materials

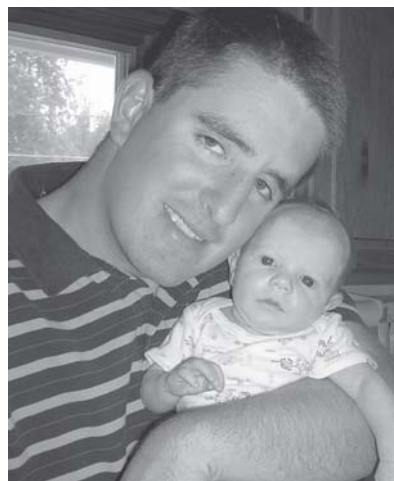
Dawne Berner



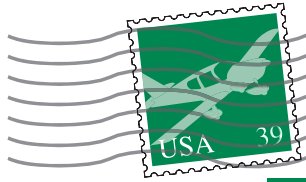
Jason Osmundson, special investigations engineer, and his wife, Jodi, welcomed Samuel Orion July 3. Baby Sam weighed 8 lbs. and was 21 inches long. He made his way right into the arms of big sister Natalie, 3. Congratulations to the Osmundson family!

District 1

Kay Ridgway



Tony Babcock, transportation engineer intern in Des Moines construction, and his wife, Annette, welcomed baby number four into their family June 18. Austin George weighed 6 lbs. 11 ozs. and was 19 ½ inches long. Baby Austin joins siblings Ally, 7; Anna, 5; and Andrew, 3. Best wishes to the Babcocks.



Kudos!

These are letters that have been submitted to the editor. They may have been edited for length and continuity.

To: DOT newsletter
From: George and Sharon Cleveland, Des Moines

My husband and I were traveling to Omaha, Nebraska on Monday, July 24. Just as we got to the rest area east of Adair on I-80, the wheel came off our Jeep! It rolled all the way to the end of the rest area. My husband got the vehicle stopped and ran after the tire. A DOT employee saw our dilemma and came to the rescue! He picked up my husband and the tire, returned to the Jeep, used the DOT's hydraulic jack and four-way to assist my husband in putting the wheel back on. Luckily, the only thing that happened was the lug nuts had come off. He also gave us directions to the NAPA dealer in Adair. We were on our way again in about 30 minutes. We didn't get his name, but he was driving a DOT truck with license plate #7864. He is a great representative of your agency. Please pass our gratitude to such a helpful employee! Thank you. As they say, "Only in Iowa."

*(Editor's note: The employee helping the Clevelands was **Kevin Petty**, garage operations assistant from the Adair shop.)*

To: **Kathy Ridnour**, Systems Planning
From: Trails of Winneshiek Committee

The Trails of Winneshiek Committee would like to thank you for the generous donation of bike safety items. The Trout Run Trail festival was a great success and we thank you for your support.

*(Editor's note: **Kathy Ridnour** is project coordinator for the Safe Routes to School program at the DOT.)*

To: Nancy Richardson, Director
From: Paul Coates, Director, Office of State and Local Government Programs, Iowa State University, Political Science Extension

I am writing to let you know what an effective job some of your staff did presenting at our Iowa Municipal Clerks' Academy. **Tammi Bell** and **Donna Buchwald** did a good job presenting on the road report that cities are required to complete. **Carol Coates** and her staff of **Jerry Giebelstein**, **Mary Zimmerman** and **Kermit Wilson** did an outstanding job of presenting a session on the public sector procurement process. Their session was rated one of the best for the whole academy. I was particularly impressed with the staff you have and their effectiveness in relating to the audience. I am very thankful to Carol and her staff as they filled in on short notice. I hope you will pass along my thanks to your fine staff.

*(Editor's note: **Tammi Bell** and **Donna Buchwald** work in Local Systems. **Carol Coates**, **Jerry Giebelstein**, **Mary Zimmerman** and **Kermit Wilson** are staff members in Procurement and Distribution.)*

To: **Anthony Blint** and **Brian Iles**, Mount Pleasant
From: Jeffrey Johnson, Resident Construction Engineer, Mount Pleasant

We received a call from an elderly gentleman named Fred Parks. Evidently he was traveling from Burlington to Iowa City for surgery and had a flat tire. He said you stopped and helped him when the auto clubs couldn't respond in a timely manner. Mr. Parks was very appreciative of your help and wanted to make sure you were thanked. We would also like to say thanks, as we know you two spend many volunteer hours helping with community service, fire department and church organizations. This is just another example of your willingness to help others in time of need.

*(Editor's note: **Anthony Blint** is a construction technician in Mount Pleasant construction. **Brian Iles** is an equipment operator in the Mount Pleasant garage.)*

To: Kerry Kirkpatrick, Commander Investigative Unit, Motor Vehicle Enforcement
From: Cindy Schmell, Insurance Fraud Bureau Chief, Iowa Insurance Division

I would like to take a brief moment of your time to express appreciation for the outstanding investigative packet that was compiled for the Iowa Insurance Fraud Bureau by Ms. **Nancy Lacy**. She provided numerous photos and title history information on an organized crime ring that the bureau and United States Postal Inspection Service had been investigating for two years. Because of her efforts and the efforts of several insurance companies, the Bureau was able to secure an indictment against three defendants who were involved in a staged collision and paper accident ring in the Des Moines area. One was sentenced to seven years in prison, the other two received five years probation.

The bureau is appreciative of the investigative assistance that we received from all of the agencies involved in the case, including the U.S. Postal Service, National Insurance Crime Bureau and numerous insurance companies. With this joint investigative effort, one defendant received one of the longest sentences for insurance fraud in the history of the bureau.

*(Editor's note: **Nancy Lacy** is a secretary 1 in Motor Vehicle Enforcement.)*

In Memory

Orlo Robert (Bob) Best, 85, of Ames died July 21 at Riverside Manor. Bob was a lifelong resident of Ames and an avid Ames High School and Iowa State University fan. He attended ISU and achieved the rank of sergeant in the U.S. Army Air Corps. Bob co-owned Best Electric Company with his parents and then worked at the DOT for almost 20 years as an electrician and buildings and grounds supervisor in Facilities Management. After his retirement in 1986, Bob worked part-time for Wilson Olds Cadillac, FEMA and Hy-Vee. He also worked football games in the ISU press box for more than 30 years. He enjoyed his family, sports and a good life. Bob was a member of the Elks, Moose Lodge, American Legion, Iowa Softball Hall of Fame, and Ames Bowling Hall of Fame. Surviving are his wife, Anna Marie Best (also a DOT retiree in Materials and Data Processing); children, Bob (Kathy); Bill (Peggy); Barry (Darla, who works in Employee Services); Barb (Gary) Banks; Beverly; and Brian, all of Ames; Ben of Sarasota, Florida; and Bridget (Bud) Wilkinson of Central Point, Oregon; seventeen grandchildren and six great grandchildren.



Marvin "Mike" L. Reeves, 79, of Davenport, died Monday, May 1 at Genesis Medical Center, Davenport. Mike was born in Murray, Iowa, on May 10, 1926. He married Naomi J. Lehrkamp Feb. 21, 1950. Mike served in the United States Army. He retired in 2001 as a DOT surveyor after more than 49 years of service. He is survived by his wife, Naomi, five daughters and their families, two sons, and their families, and other extended family members.



One 2 One, continued from page 2

for a considerable sum up front. In return, the company agrees to build/maintain the road to certain standards and can keep all revenue (tolls) generated by the use of the road. Again, this concept is not currently available for Iowa's roads because Iowa Code only permits tolls on river bridges.

Most states are considering revenue-generating packages for their next legislative sessions. Increases in typical user fees – state fuel taxes, vehicle registration fees, and driver licenses – are being widely considered. Less common fee generators – sales tax on fuel; wheel tax; severance tax on exported natural resources; traffic impact fees charged to land developers; vehicle-miles of travel tax; etc. – are also being considered for initiation or increase. Some states are also considering implementing or expanding the use of local option taxes, tax increment financing, and transportation improvement districts that form and tax within a certain geographic area. The bottom line is states are considering any and all revenue-generating options.

Iowa is no different. I previously wrote about the Road Use Tax Fund (RUTF) Committee work taking place to provide a report to the Iowa General Assembly by Dec. 1, 2006. This report will identify the needs of all three road systems (state, county and city), the amount of funding needed to meet those needs over a reasonable amount of time, and revenue-generating options recommended for legislative action. We – cities, counties and Iowa DOT – expect the report to set the stage for transportation funding as a topic for the next legislative session convening in January. Combining an ever-aging system of roads pushing the need for preservation, an increasing expectation of transportation's support of economic development through road improvements and expansion, and significant erosion in buying power with current, stagnated funding levels, the time for considering transportation revenue in Iowa is now.

This fall I'll be focusing my attention in meetings with legislators around the state on system and revenue needs. I'll keep you posted on progress with the RUTF report and legislative proposals as they develop. This is a very pivotal point in the future of transportation in Iowa and the Iowa DOT. I wish we could find comfort in knowing other states are experiencing the same thing. Stay tuned!

Nancy

Service Awards

Information supplied by the Office of Employee Services for September 2006

40 Years

Kathleen Sanders, Driver Services; **Thomas Valline**, Local Systems

35 Years

Edward Bergeson, Fort Dodge garage; **Joseph Cook**, Britt construction; **Carl Fenceroy**, Information Technology Division; **John Heggen**, Jefferson construction; **Steven McCauley**, Materials; **Dean Meredith**, Pacific Junction garage; **Thayne Sorenson**, Bridges and Structures

30 Years

Sheri R. Anderson, Maintenance; **Brian Gossman**, Materials; **Edward Kosina**, Cedar Rapids garage; **Susan Schaudt**, Information Technology Division

25 Years

Sharon Bowers, Right of Way; **Debra Coles**, Finance; **Deborah Stream**, Council Bluffs maintenance; **Kevin Streng**, Spirit Lake garage

20 Years

Richard Baker, Correctionville garage; **Clyde Barnes**, Right of Way; **Douglas Bates**, Right of Way; **Gregory Brown**, Motor Vehicle Enforcement; **Cheeko Camel**, Motor Vehicle Enforcement; **Kevin Christianson**, Motor Vehicle Enforcement; **Danny Fine**, Motor Vehicle Enforcement; **Dana Jurgens**, Chariton construction; **James Brien Keltner**, Anamosa garage; **Brenda Lee McCuen**, Des Moines DL station; **David Younie**, Right of Way

15 Years

Michelle Rene Teel, Davenport DL station

10 Years

Terri Abbett, Location and Environment; **Suzanne Amsbaugh**, Procurement and Distribution; **Tonya Bishop**, Vehicle Services; **Jerry Dillman**, Chariton construction; **Todd McCullough**, Creston construction; **Jason Omundson**, Materials; **Jennie Sorensen**, Denison maintenance; **Allan Yoshida**, Atlantic garage

5 Years

Cheryl Cowie, Transportation Data

Personnel Updates

Information supplied by the Office of Employee Services for June 30 to July 27, 2006

New Hires

Jeff Crise, driver's license clerk senior, Des Moines DL station; **Melissa Simmons**, driver's license clerk senior, Des Moines DL station

Promotions

Jodi Collins, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Theresa Kern**, from secretary 1 to secretary 2, Driver Services; **David Lorenzen**, from motor vehicle captain to public service executive 5, Motor Vehicle Enforcement

Transfers

Daniel Engstrom, mechanic, from repair shop to motor pool; **Michael Frank**, mechanic, from Mason City garage to Hanlontown garage

Retirements

Fred Anderson, power plant engineer, Facilities Support; **Dennis Aukes**, construction technician supervisor, Britt construction; **Michael Benner**, motor vehicle enforcement commander uniform, Motor Vehicle Enforcement; **Richard Bierman**, bridge inspector 2, Bridges and Structures; **Harold Busby**, motor vehicle officer, Motor Vehicle Enforcement; **Dennis Davis**, equipment operator, Garner garage; **James Doeden**, executive officer 2, District 2 Office; **Donald Eggen**, highway maintenance supervisor, Adair garage; **Joyce Emery**, executive officer 2, Traffic and Safety; **John Gardner**, construction technician supervisor, Chariton construction; **Lyle Garside**, equipment operator, Atlantic garage; **Jerry Haley**, equipment operator senior, Mount Ayr garage; **Richard Hutchinson**, information technology specialist 5, Information Technology Division; **Michael Jensen**, design technician specialist, Design; **Cheri Johnsen**, right-of-way agent 2, Right of Way; **Roger Mann**, equipment operator senior, Spencer garage; **Fred McClaran**, driver's license examiner, Des Moines DL station; **Larry McGrane**, construction technician senior, New Hampton construction; **Corinne McQuillen**, equipment operator, Dyersville garage; **Terry Meade**, motor vehicle investigator, Motor Vehicle Enforcement; **Marilyn Nielsen**, information technology specialist 2, Information Technology Division; **Garvin Nienhaus**, equipment operator, Tipton garage; **Allan Rathjen**, equipment operator, Davenport garage; **Dan Rush**, equipment operator, Iowa Falls garage; **Jerry Sabin**, mechanic, motor pool; **Michael Winfrey**, public service executive 5, Motor Vehicle Enforcement; **Renae Younie**, information technology specialist 4, Information Technology Division

LRS update, continued from page 5

the goal. He said, “Although most employees won’t notice it, many things are happening behind the scenes to tie all our large databases together. Eventually, the hope is all databases will be able to use graphical depictions off the same base road network. But one of the challenges is to accomplish that without interrupting day-to-day operations. To do this, we are using existing databases to overlay information, and make analysis much easier and more accurate.”

When analyzing spatial data, it is difficult to picture columns of database information in your mind. Kadolph said, “Analysis is much more intuitive using a map. It’s much easier to look at a map and see exactly where milepost 68 on I-35 is located, rather than trying to picture the same information displayed in a database format.”

The LRS project team has worked with DOT employees from many different offices to identify needs related to mapping data. Transportation Data has just completed training of employees who will maintain the data on how to use a new tool to update the road network, and will be bringing others into train as new applications are completed.

One of the projects that has been completed is automating graphical representations of proposed projects in the five-year program using the LRS. Before the LRS, the Office of Program Management needed to digitize each road and bridge project. The goal was to help Program Management more efficiently perform analysis and work on special data

requests. Since the five-year program contains reference post and route information, it was an easy transition to utilize the LRS for geometry creation. Rod Houge, Scott Weiler, Don Tebben, and Rynold Foss worked hard to make the project a success.

Another project in the works involves using LRS to map snow runs. Currently, the districts are working to standardize the spreadsheets listing the beginning and ending points of each snow run. Once this is done, these spreadsheets will be imported to an oracle database and geometries derived to create a statewide snow run map. “Once we have the Spatial Oracle database, supervisors will be able to easily see gaps or overlaps in coverage areas,” said Kadolph.

Also in the works are ways to use the LRS and Intelligent Transportation Systems (ITS) devices, dynamic message signs, cameras, and other sensors that are being deployed to show these assets in a GIS format. District 1 is working with Information Technology Division staff to produce a culvert inventory application. Once complete, District 1 will be able to assign culvert work orders and track culvert conditions over time.

Using an Oracle spatial database allows offices to store business and spatial data together. By storing data together offices can access their data multiple ways. Through GIS software, like GeoMedia, the Web can be used to view maps and data, and even produce on-demand reports. Offices can be given the power to change data in one place and have the change be reflected immediately across all applications.



INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service, and share interesting aspects in the lives of our coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

Nancy J. Richardson, Iowa DOT Director

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PLEASE RECYCLE THIS ISSUE

On the cover: Thousands of historic photos are now available on the DOT Web site.

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District 1	Kay Ridgway , Des Moines	515-986-5729
District 2	Lu Mohorne , Mason City	641-423-7584
District 3	Mary Beth Banta , Sioux City	712-276-1451
District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	Jeanne Heeren , Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney , Ames	515-239-1564
Construction	Nancy McMenamin , Ames	515-239-1043
Contracts	Peg Muxfeldt , Ames	515-239-1422
Design	Judy Lensing , Ames	515-239-1469
Driver Services	Noralee Warrick , Des Moines	515-237-3153
General Counsel	Sheri Anderson , Ames	515-239-1509
Information Technology Division	Colette Simpson , Ames	515-233-7728
Local Systems	Kathy LaRue , Ames	515-239-1081
Location and Environment	Jean Jesse , Ames	515-239-1225
Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Dawne Berner , Ames	515-239-1919
Modal and		
Planning & Programming Divisions	Mary Kay Reimers , Ames	515-239-1661
Motor Carrier Services	Diann McMillen , Des Moines	515-237-3250
Motor Vehicle Enforcement	Val Hunter , Des Moines	515-237-3218
Operations and Finance Division	Janet Kout-Samson , Ames	515-239-1340
Research and Technology Bureau	Phyllis Geer , Ames	515-239-1646
Right-of-Way	Linda Kriegel , Ames	515-239-1135
Traffic and Safety	Linda McBride , Ames	515-239-1557
Vehicle Services	Thelma Huffman , Des Moines	515-237-3182

History preserved on DOT Web site

Over the years the DOT has collected an interesting mix of historic transportation-related images. Now, electronic copies of more than 2,300 of these photographs and glass negatives, some dating back to the late 1800s, are being made available at iowadot.gov/historic_photos

Many of the images are one-of-a-kind, rare or unique, and are part of the DOT's historic glass plate negative and archival collections. The photos cover an assortment of transportation issues, including the

early interstate highway system, snow removal, line painting, Iowa officials, early Iowa history, the Adopt-A-Highway program, DOT facilities, roads and streets, city streets and buildings, pipelines, bicycles, road building, slipform paver, rivers, trains, horse-powered vehicles, vintage motor vehicles, the Lincoln Highway, aviation, interurban railroads, streetcars, and buses.

Dena Gray-Fisher, director of the Office of Media and Marketing Services, said, "Getting these images digitized and put on a Web site was a group effort carried out over the past year. Many employees from the offices of Document Services and Media and Marketing Services and the Information Technology Division worked diligently to accomplish the very complex task of scanning and cataloging the images, as well as researching the best way to present the images to the public. I think we all appreciate transportation history a little more now that we've been through all these images. This has been a really interesting project."

The mission of this effort is to make these resources available and useful to the public, and to sustain and preserve a universal collection of knowledge and creativity for future generations. Since many of the original physical archives are in the form of glass negatives, they are extremely susceptible to damage from handling, so the public has had little or no access to these images. The Web site provides the public with a way for the DOT to open up a rich information source on Iowa transportation history.

Many of the photographs in the collection were taken by the department's official staff photographers, but photos donated by employees or the public throughout the years have also been included. Due to the volume of photos, only a limited number of images are currently being offered on the Web. Additional images will be added periodically, as resources permit.

Visitors to the site will be able to browse the more than 2,300 images currently available, search the collection, and select thumbnail images to be moved to a lightbox (similar to a shopping cart on a retail site) to be examined further and/or downloaded. Images can be downloaded for non-commercial use without obtaining permission. To use any of the images for commercial gain, permission must be obtained in writing from DOT officials. Details are on the Web site.

